

SECTION II
NAVIGATION PUBLICATIONS

NM 23/02

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 22/02

Page 134—Line 51/L; insert after:
A dangerous wreck lies 4 miles E of Capo Verde.
(22(2)00 Genova) 23/02

PUB 140 2 Ed 2001 LAST NM 17/02

Page 58—Lines 9 to 11/R; read:
The U.S. Embassy is situated at 5 Latin America Street,
Garden City, Cairo.
The mailing address is Unit 64900, APO AE 09839-4900.
(World Factbook) 23/02

PUB 147 7 Ed 2001 LAST NM 22/02

Page 17—Line 52/R; read:
2.10 Ocean Cay (Sandy Cay) (25°25'N., 79°13'W.)
(World Port Index No. 9998) is the
(NIMA) 23/02

Page 29—Line 33/R; read:
Cockburn Town (24°03'N., 74°32'W.) (World Port Index
No. 10006), the administrative
(NIMA) 23/02

Page 31—Line 26/R; read:
3.8 Man of War Bay (21°05'N., 73°41'W.) (World Port
Index No. 10009), on the W side
(NIMA) 23/02

Page 94—Line 34/R; read:
Gonaives (19°27'N., 72°42'W.) (World Port Index No.
10900) lies at the head of Baie des
(NIMA) 23/02

Page 120—Line 24/L; read:
Cole Bay Oil Terminal (18°01'N., 63°05'W.) (World Port
Index No. 11372) lies about 1.7
(NIMA) 23/02

PUB 148 7 Ed 2001 LAST NM 48/01

Page 73—Line 11/L; insert after:
There is a coal and cement terminal, Colclinker Terminal,
consisting of an L-shaped jetty with berthing space of 230m.
The facility is located at (10°20.3'N., 75°30.7'W.). Maxi-
mum depth permitted alongside is 11.4m.
(BA NM 48/01) 23/02

PUB 160 1 Ed 1998 LAST NM 21/02

Page 50—Lines 53 to 55/R; read:
The U.S. Embassy is situated at 5 Latin America Street,
Garden City, Cairo.

The mailing address is Unit 64900, APO AE 09839-4900.
(World Factbook) 23/02

PUB 161 8 Ed 2002 NEW EDITION

(NIMA) 23/02

PUB 192 7 Ed 2000 LAST NM 22/02

Page 52—Lines 29 to 32/L; read:
sand hills, 1.2 miles S of Winterton Ness. A church, with a
conspicuous high tower, stands in the village and a
prominent disused light tower, 21m high and surmounting a
building, is situated on an eminence, 0.3 mile SE of it. A
racon is situated at the church tower.
(BA NP 54) 23/02

PUB 194 8 Ed 2000 LAST NM 22/02

Page 15—Lines 39 to 51/R; read:
A main pilot station is located at Malmo. This station
provides pilots for that part of the Oresund Maritime Area
extending between the vicinity of Landskrona and Sand-
hammaren (55°23'N., 14°12'E.). Pilotage for this part of the
area is available 24 hours and is compulsory for the follow-
ing vessels:

1. All category 1 vessels.
2. Category 2 vessels of 80m length and over or 15m
beam and over.
3. Category 3 vessels of 90m length and over or 16m
beam and over.

In certain channels leading to and from Barsebacksverket,
pilotage is compulsory for the following vessels:

1. All category 1 vessels.
2. Category 2 and 3 vessels of 80m length and over,
15m beam and over, and 5m draft and over.

All ordering of pilots in the Oresund Maritime Area must
be made through Malmo VTS. Vessels should send a request
for pilotage and an ETA at least 5 hours in advance. Requests
for deep-sea pilots for The Sound should be sent at least 24
hours in advance.

Pilots board vessels bound for Swede Harbor or Olje-
hamnen, with drafts of over 11m, about 1.5 miles NW of
Pinhattan Light (55°45'N., 12°52'E.). For the remainder of
the Malmo basins, Limhamn, and Barsebacksverket, pilots
board in the vicinity of Malmo Redd lighted buoy (55°39'N.,
12°57'E.). Pilots can be contacted on VHF channel 14 or 20.

During bad weather, vessels may be required to embark
pilots at the roadstead anchorage.

(BA NP 286) 23/02

Page 15—Lines 53 to 55/R; read:

A Vessel Traffic Service (VTS) system operates in the
approaches to the port.

Vessels over 50 grt and towing vessels whose length, in-
cluding tows, exceeds 50m are required to report to Malmo
Harbor Radio on VHF channel 14 when they are at least 2
miles from the seaward end of the Malmo entrance channel.

PUB 194 (Continued)

The VTS center may be contacted by E-mail at
vtsmalmo@sjofartsverket.se.
(BA NP 18) 23/02

Page 16—Lines 1 to 11/L; strike out.
(NIMA) 23/02

COAST PILOT CORRECTIONS

COAST PILOT 2 31 Ed 2001 Change No. 11
LAST NM 18/02

Page 118—Paragraph 113, lines 4 to 5; read:
south-southeastward of Asia Rip.
(LL/01; NOS 13200) 23/02

Page 118—Paragraph 119, lines 5 to 7; read:
2.25 fathoms about 1.5 miles apart.
(LL/01; NOS 13200) 23/02

Page 129—Paragraph 13, lines 4 to 7; read:
about 0.6 mile from shore. **Race Point Light** (42°03'45"N.,
70°14'35"W.), 41 feet above the water, is shown from a white
tower on the northwest point of Cape Cod. An aero radiobea-
con is close northeastward of the light.
(LL/01; 37/01 CG1) 23/02

Page 130—Paragraph 21, lines 3 to 4; read:
part red and the lower part white, on the beach at **Eastham**.
The ...
(NOS 13246; LL/01) 23/02

Page 173—Paragraph 275, lines 8 to 13; read:
August 2000, the controlling depths were 4.7 feet (6 feet at
midchannel) in the channel from the entrance to the anchor-
age basin at the head of the cove, except for shoaling to 0.7
foot in the left outside quarter of the channel between Buoy 3
and Buoy 7. The anchorage basin, 0.5 mile above the
entrance, had depths of 4 to 6 feet and the two anchorage
basins, 0.7 mile above the entrance, had depths of 6 feet. The
anchorage basin at the head of the cove had a depth of 6
feet with gradual shoaling to 2 feet towards the northeast
end. The cove is the scene of considerable pleasure boat
activity.
(BPs 176404-06; CL 181/02; NOS 13224) 23/02

Page 179—Paragraph 69, lines 7 to 8; read:
the light.
(39/01 CG1) 23/02

Page 213—Paragraph 337, lines 9 to 14; read:
November 1999-January 2000, the controlling depths were
3.1 feet in the buoyed channel from the lower end of Culver
Bar and across Mill Bar to the naturally deep river channel,
thence 5.2 feet in the dredged channels across lower
Oronoque Bar and 2.7 feet across upper Oronoque Bar,
thence 4.2 feet across Camp Meeting Bar, thence 6.3 feet
across Drews Bar except for shoaling to 3.5 feet in the lower
part of the dredged channel along the left edge, thence 7 feet

across Mouthrops Bar and Hidelom Rock Bar, thence 7 feet
in the left outside quarter of the dredged channel across
Twomile Island Bar with shoaling to bare in the remainder of
the channel, thence 7 feet in the dredged channel near Sow
and Pigs Jetty. The channel ...
(BP 175517, 175525-33; CL 1669/01) 23/02

Page 248—Paragraph 415, lines 9 to 14; read:
area extends northwest from the turning basin. In June 2001,
the controlling depths were 12.4 feet (14.7 feet at midchan-
nel) through the bay channel to the turning basin, thence 11
to 15 feet in the turning basin and 4 to 5 feet in the anchorage
basin, thence 11.4 feet at midchannel to the Northern Boule-
vard bridge, thence 1.2 feet was available in the left inside
quarter with shoaling to bare in the remainder of the channel
to the I.R.T. railroad bridge. Flushing Bay is ...
(BPs 175913-17; CL 1891/01) 23/02

Page 250—Paragraph 462, lines 4 to 6; read:
over the main channel and 133 feet over the eastern channel.
An overhead cable car with overhead ...
(NOS/02; 12/81 CG3) 23/02

Page 250—Paragraph 470, lines 2 to 4; read:
Newton Creek, has a bascule span with a clearance of 24 feet
at the fenders and 30 feet at the center. Kosciusko ...
(CL 1358/89) 23/02

Page 259—Paragraph 140, line 1; read:
In March 2001, the controlling depth was 10.7 feet (11.4
feet at midchannel) in the ...
(BP 175314) 23/02

Page 268—Paragraph 135, line 7; read:
of the Authority is at 233 Park Avenue South, New York, NY
10003.
(NOS/02) 23/02

Page 278—Paragraph 240, lines 5 to 8; read:
to about 0.4 mile above the mouth. In August 2000, the con-
trolling depth was 7 feet (11.2 feet at midchannel) to the turn
in the channel at about 40°26'02"N., 74°04'47"W., thence 6.9
feet to about 0.4 mile above the mouth of the creek. The ...
(BPs 175980-82; CL 1907/01) 23/02

Page 279—Paragraph 255, lines 7 to 11; read:
to about 0.4 mile above the mouth. In August 2000, the con-
trolling depth was 7 feet (11.2 feet at midchannel) to the turn
in the channel at about 40°26'02"N., 74°04'47"W., thence 6.9
feet to about 0.4 mile above the mouth of the creek. The ...
(BPs 175941-45; CL 1903/01; LL/01; NOS 12331) 23/02

Page 279—Paragraph 264, line 7 to Paragraph 265, line 4;
read:
of 4.5 feet (6.6 feet at midchannel).

Matawan Creek, entered at the head of Keyport Harbor,
is used mostly by local craft. In April-May 1999, the control-

COAST PILOT 2 (Continued)

ling depth was 4 feet to the first highway bridge, thence 2.9 feet in the east half of the channel with shoaling to 1.9 feet in the west half to the Route 35 highway bridge, thence in 1981, 2 ...

(BPs 175938-40; CL 1902/01)

23/02

COAST PILOT 2 31 Ed 2001 Change No. 12

Page 233—Paragraph 194, lines 3 to 9; read:

city boat basin and marina below **Mill Pond**. In May 2001, the midchannel controlling depth was 3.2 feet to the boat basin, thence 2.1 feet at midchannel in the basin's north channel and 5.3 feet at midchannel in the basin's south channel; in 1980-1981, depths of 2 to 6 feet ...

(BPs 175918-21; CL 1892/01)

23/02

**COAST PILOT 4 33 Ed 2001 Change No. 9
LAST NM 47/01**

Page 224—Paragraph 174, lines 6 to 9; read:

landcut to Myrtle Grove Sound.

(DD 2347)

23/02

COAST PILOT 7

33 Ed 2001

**Change No. 18
LAST NM 22/02**

Page 73—Table 110.214(c); read:

TABLE 110.214(c)			
Anchorage	General location	Purpose	Specific regulations
A	Los Angeles Harbor	Commercial	Note a.
B	Long Beach Harbor	do	do.
C	do	do	Notes a, g.
D	do	Commercial & Naval	Notes a, b, g.
E	do	Commercial	Note c.
F	Outside Breakwater	do	Notes c, g.
G	do	do	Notes c, d.
N	Los Angeles Harbor	Small Craft	Notes e.
P	Long Beach Harbor	do	Note f.
Q	do	do	Notes c, g.
NOTES: a. Bunkering and lightering are permitted. b. West of 118°09'48"W priority for use of the anchorage will be given to commercial vessels over 244 meters (approximately 800 feet). East of 118°09'48"W priority for use of the anchorage will be given to Naval and Public vessels, vessels under Department of Defense charter, and vessels requiring use of the explosives anchorage. c. Bunkering and lightering are prohibited. d. This anchorage is within a Regulated Navigation Area and additional requirements apply as set forth in 33 CFR 165.1109(e). e. This anchorage is controlled by the Los Angeles Port Police. Anchoring, mooring and recreational boating activities conforming to applicable City of Los Angeles ordinances and regulations are allowed in this anchorage. f. This anchorage is controlled by the Long Beach Harbor Master. Anchoring, mooring and recreational boating activities conforming to applicable City of Long Beach ordinances and regulations are allowed in this anchorage. g. When the explosives anchorage is activated portions of this anchorage lie within the explosives anchorage and the requirements of paragraph (d) of this section apply.			

(33 CFR 110)

23/02

COAST PILOT 7 33 Ed 2001 Change No. 19

Page 212—Paragraph 19, line 4 to Paragraph 20, line 2; read:

recreational craft.

Prominent features.—Point San Luis, a bold prominent headland, and the pier in about 35°10'13"N., 120°44'27"W. are reported to be useful radar ...

(CL 146/02; NOS 18704) 23/02

Page 212—Paragraph 24, line 1; read:

Special anchorages are E of Avila Pier 1 (County Wharf) and in the W ...

(CL 146/02) 23/02

Page 212—Paragraph 32, line 3 to Paragraph 36, line 2; read:

of a harbor master. The office is at the foot of Harford Pier 3. The harbor master monitors VHF-FM channel 16 and can be contacted by phone at 805-595-5435. Transients should report to the harbor master for guest mooring assignments.

Wharves.—Harford Pier 3, 0.5 mile N of Point San Luis, is used by commercial and sport fisherman. The berthing space at the end has 17 to 20 feet alongside. In 1990, shoaling to an unknown extent was reported along the pier. The pier is lighted at night. A fuel dock is at the bulkhead just N of the pier. The pier is operated by the Port San Luis Harbor District.

The former Unocal Corp. Pier, 1 mile NE of Point San Luis, has 31 feet along both sides. The entire length of the pier is lighted at night. It is not safe to moor alongside in strong S to SE weather; vessels usually leave the pier on the approach of a storm and anchor until it moderates.

Avila Pier 1 (County Wharf), 1.4 miles NE of Point San Luis, was damaged by a winter storm in 1983. Submerged obstructions are reported to be in the area near the pier. A submarine sewer line is about 40 feet E and parallel to the pier.

Supplies and repairs.—Gasoline, diesel fuel, water, marine supplies, a launching ramp, and a 50-ton mobile hoist are ...

(CL 146/02) 23/02

Page 213—Paragraph 52, lines 5 to 7; read:

35°21'46"N., 120°52'11"W.), 36 feet above the water and shown from a white column. A fog signal is at the light. Sections of the S end of the breakwater are ...

(CL 148/02; LL/01; NOS 18703) 23/02

Page 213—Paragraph 56, line 3 to Paragraph 57, line 2; read:

Group Long Beach on VHF-FM channel 16 for current entrance and channel conditions.

From Fairbank Point, on the E side of the bay, a privately maintained channel leads S to the Morro Bay State Park Basin ...

(CL 148/02) 23/02

Page 213—Paragraph 61, line 7; read:
toward the city north T-pier.

(CL 148/02) 23/02

Page 213—Paragraph 63 to Paragraph 66, line 1; read:

Coast Guard.—A Coast Guard station is at the foot of the city north T-pier. The station maintains motor lifeboats and monitors VHF-FM channel 16.

Harbor regulations.—Morro Bay Harbor is owned by the city of Morro Bay and is under the control of a **harbormaster**, who maintains an office at the foot of the city north T-pier. The harbor master monitors VHF-FM channels 16 and 12 and can be reached by telephone at 805-772-6254. Harbor patrol boats operate from the city north T-pier and monitor VHF-FM channel 16. The boats are manned during daylight, and a patrolman is on call at all other times.

Yachts and small craft may tie up to the yacht club dock; otherwise they must either anchor in the bay or check with the harbor master for other accommodations.

Wharves.—The city north T-pier, at the city of Morro Bay, is on ...

(CL 148/02) 23/02

Page 213—Paragraph 67, line 1; read:

The city south T-pier, SE of the city north T-pier, is owned and operated by ...

(CL 148/02) 23/02

Page 214—Paragraph 69; read:

A boat works has a crane that can handle craft up to 20 tons and 50 feet long; hull, engine, and rigging repairs can be made.

(CL 148/02) 23/02

**COAST PILOT 8 24 Ed 2002 Change No. 7
LAST NM 19/02**

Page 128—Paragraph 366, lines 5 to 6; read:

middle of the SE part of the cove in 8 to 10 fathoms (14.9 to 18.1 m); mud bottom, and a midchannel course will carry in safely. In May 2001, a new pier was under construction in the SE part of the cove. Upon completion, the pier will provide a terminal for the Alaska Marine Highway/Inter-Island Ferry Authority. Just S of the new pier is a boat ramp.

(CL 1973/2001; NOS 17401) 23/02

Page 133—Paragraph 456, line 4 to Paragraph 457, line 2; read:

close to the SW shore, and another close to the NE shore. A ledge surrounding the SW islets extends E 100 yards (91.4 m) towards the channel. The islet close to the NE shore is surrounded by a ledge on the N and S and a rock awash at low water at the SW corner of the islet.

In entering, pass between the entrance islets, where soundings vary from 6 to 12 fathoms (10.9 to 21.9 m). The channel ...

(CL 1973/01) 23/02

COAST PILOT 8 (Continued)

Page 171—Paragraph 170, line 3; read:
 channel had a controlling depth of 3.5 feet (4.1 feet at mid-
 channel) in April 2001. Passage ...
 (BPs 175608-14) 23/02

COAST PILOT 9 20 Ed 2002 Change No. 3
LAST NM 20/02

Page 153—Paragraph 1178, lines 7 to 9; read:
 September 2001, the controlling depth in the entrance chan-
 nel was 19.1 feet to the beginning of the piers thence 10 feet
 to the end of the project. In 1998, there were depths ...
 (BPs 176582-83) 23/02

Page 164—Paragraph 1376, line 2; read:
West Point Light (61°07.6'N., 150°16.9'W.) 30 feet above
 the ...
 (17/02 CG17) 23/02

Page 164—Paragraph 1381, lines 2 to 3; read:
 Arm about 2.2 miles NNE of Point Woronzof. **Point MacK-**
enzie Light 7 (61°14.3'N., 149°59.2'W.), 80 feet above the
 water, is ...
 (17/02 CG17) 23/02

Page 164—Paragraph 1388, line 9; read:
 avoided. The area eastward of Point MacKenzie is subject to
 drastic and continual change. In January 2002, shoaling to
 about 17 feet was reported about 1.3 miles eastward of Pt.
 MacKenzie Light 11.
 (01/02 CG17) 23/02